

NEW BEDFORD HARBOR SUPERFUND SITE FUNDING WORK SHEET - 10/27/10

2	Year	2009	2010
3	Number of Dredge Days	120	59
4	Annual Funding		
5	Stimulus Funding (American Recovery and Reinvestment Act)	30,000,000.00	10,000,000.00
6	Annual HQ Funding	15,286,000.00	5,000,000.00
7	Total Funding	45,286,000.00	15,000,000.00
8	Expenses		
9	U.S. Army Corps of Engineers (USACE) Costs		
10	USACE Labor Costs	670,813.66	403,396.11
11	Other Costs		
12	Superfund M&S Fee	594,852.02	344,803.99
13	Travel, Per Diem (Corps)	1,990.07	1,108.00
14	Misc Purchase Orders	12,434.27	3,214.97
15	Total Other Costs USACE	609,276.36	349,126.96
16	Total USACE Costs	1,280,090.02	752,523.07
17	Contractor Costs		
18	Woods Hole Group -Monitoring, Data Management and LTM	1,607,565.80	1,058,227.64
19	Jacobs Engineering (JE) - See JE Breakout Costs below	28,887,350.96	19,064,191.73
20	Total Contractor Costs	30,494,916.76	20,122,419.37
21	Total Expenses	31,775,006.78	20,874,942.44
22	TOTAL Expenditures in 2009 & 2010		52,649,949.22
23	Funds rolled over to next year (see lines 24 for 2009 and 42 through 49 for 2010)	15,079,230.46	9,204,288.02
24	*The 2009 funding includes \$1,568,237.24 in rollover funds from 2008 (\$45.29m + \$1.57m - \$31.78m = \$15.08m).		
25	JE Breakout Costs		
26	JE Labor	1,429,667.41	1,518,552.46
27	Other Direct Costs/Materials	99,915.93	127,758.29
28	Subcontractors		
29	Dredge Contractor (Sevenson)		
30	-Dredge	3,156,942.89	1,563,562.00
31	-Debris Removal	1,468,614.66	758,896.78
32	-Supervision and Indirect Costs	1,689,390.23	964,507.55
33	-Operate WWT/Dewatering (Area C)	6,532,037.08	3,230,863.98
34	-Operate Desanding (Area D)	2,382,178.23	1,174,712.51
35	Transportation and Disposal (H&S)	7,975,562.28	4,686,376.22
36	Security	91,669.96	105,744.06
37	Other Subcontractors	3,229,511.85	2,886,273.59
38	Electricity, Gas, & Water	257,710.06	195,904.96
39	Lagging Costs & Labor Rate Adjustments	469,152.00	1,779,559.89
40	Cost Savings & Efficiencies by Contractor	104,998.38	71,479.45
41	Total JE Costs	28,887,350.96	19,064,191.73
42	2010 Rollover Breakout Costs Projected for 2011		
43	NSTAR Cable Crossing Removal/Replacement (existing cables interfere with dredging)		4,500,000.00
44	Jacobs labor for technical support and off-season O&M (award is imminent)		1,300,000.00
45	Trucking costs since no rail service in 2011		1,000,000.00
46	Corps labor and M&S fee		1,000,000.00
47	Contingency for discovery of historic shipwreck(s) and related artifacts (NHP Act)		500,000.00
48	Contingency for boat house area and other unexpected expenses		904,288.02
49	Total 2011 Rollover Costs		9,204,288.02

**NEW BEDFORD HARBOR SUPERFUND SITE
ANNUAL FUNDING AND EXPENSES FOR YEARS 2009-2010
10/27/10**

Notes Explaining Funding/Expenses Work Sheet

<u>Work Sheet Row</u>	<u>Explanation</u>
3	Typical average duration for a dredge season is 42.5 days with \$15 million in annual funding.
4	In addition to the annual funding listed, additional funding was received in 2010 for use in 2011. This includes \$4.3 million in state cost-sharing funds and \$4.5 million from EPA HQ. In addition, \$1.57 million of unobligated 2008 site funds were also rolled over into 2009. Funding is by Calendar Year January 1, 2009 through December 31, 2009 and January 1, 2010 through September 30, 2010.
7	2010's \$15 million annual funding consists of \$10 million stimulus funding and \$5 million HQ funding. Stimulus funding came in place of HQ funding from other sites across the country which no longer needed stimulus funding.
8	Expenses are by Calendar Year January 1, 2009 through December 31, 2009 and January 1, 2010 through September 30, 2010.
10	Includes costs for project management, construction supervision, contract administration, safety and technical support.
12	U.S. Army Corps of Engineers (USACE) Headquarters Management & Support (M&S) fee (2008 - 2%, 2009 - 1.4% of total expenses).
14	Includes lease payments, quality assurance lab, etc.
21&25	Costs are by Calendar year (dredge season) included projected expenditures through 2010.
24	As noted on the spreadsheet, the 2009 funding includes \$1,568,237.24 in rollover funds from 2008 ($\$45.29\text{m} + \$1.57\text{m} - \$31.78\text{m} = \15.08m).
25	Jacobs Engineering costs include dredging, operating treatment plants, monitoring and analytical services, transportation and disposal (T&D), security, utilities and lagging costs.
19&26	Does not include first half of 2009 O&M since that was awarded with 2008 money.

- 19&41** Jacobs Engineering numbers are based on Cost to Date January 1, 2009 through December 31, 2009 and January 1, 2010 through September 30, 2010.
- 23** The breakout for the \$9,204,288.02 for 2010 rollover funds is detailed at the bottom of the spreadsheet.
- 27** Jacob Engineering Direct Costs, Materials & O&M Supplies include but are not limited to: supplies for mobilization, health & safety, sampling, office administration, equipment purchase, maintenance and repairs; rentals of office machinery, trailers, Connex boxes, backhoe, site vehicles; communication systems and repairs; boat repairs; site drinking water; site vehicle fuel; alarm and gate repairs and maintenance; office cleaning and sanitary supplies; leases and registrations; trash removal and recycling; building materials and small tools.
- 37** Other Subcontractors for dredge season monitoring (air monitoring, laboratory analyses, surveying control/bathymetry) include Tantara, CR Environmental, Cashins, Katahdin, TestAmerica, Geotest, Alpha Laboratory.
- 37** Other Subcontractors (other than dredge season monitoring) include but are not limited to: DeTerra Landscaping (snow removal); Rogers Electric; New Bedford Scale; Worcester Scale; Cashins & Associates; DJ Gile, Inc., Katahdin and Test America (non dredge season monitoring); Piping Systems; Tantara, Inc.; Datel Communications; Meridian; CR Environmental (non dredge season) and Woodgeek, Inc.
- 39** Lagging Costs and Labor Rate Adjustments: Still waiting on final invoices from a number of subcontractors, including Severson incentive fee (need to negotiate), H&S addition rate per ton for T&D, additional charges for demobilization of additional railcars, and miscellaneous final invoices from other subcontractors.
- 39&40** Final amounts will be negotiated with JE and the remaining money will be applied to future contracts.